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ASSOCIATION OF AMERICA



The Bottle Shipwright

THE BOTTLE SHIPWRIGHT is the journal of the Ships-in-Bottles Association of America. Production and mailing are handled by unpaid volunteer members of the association. The journal is published quarterly and is dedicated to the promotion of the traditional nautical art of building ships in bottles.

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The Bottle Shipwright

Volume 9 , Number 4.

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FROM THE PRESIDENT.
ALL HANDS.--Frank Skurka.
FROM THE MEMBERS.
FROM THE EDITOR.
LET GEORGE HELP YOU DO IT.--
George Pinter.

ON THE COVER.

Happy Holidays from the gang, by George Pinter.

BACK SCENE.

"SANTA MARIA" and Juan Rodriguez Del Barrio of Madrid, SPAIN.

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...ATTENTION ON DECK ! THIS IS THE CAPTAIN !!

SEASONS GREETINGS



HIT THE BOTTLE

Jack

FROM THE EDITOR-----

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Material for the Editor should be sent to-----5075 freemart drive
springhill, fl 34608

Ray Handwerker



First, I must apologize to all of you for being late with this issue. I can only plead a crushing personal workload, and hope that in the spirit of the season you will forgive me. And I must once again thank all of you that contributed to make this publication possible, and I hope a little bit better, a little bit more informative. Then I must wish all of you a belated, happy holiday. As Mr. Spock would say, "Live long and Prosper". Now beam me up Scotty.

Lete refill those bottles.

WELCOME ABOARD NEW MEMBERS

Russell C. Baker Jr., 7 Lovebird Ct. Baltimore, Md. 21236.
Leroy M. Bertolo, 119 Plain St. Hanover, Ma. 02139.
William. Boyd, 4301 Libs La. Baltimore, Md. 21219.
Raymond. Carlson, Rt.2, Box 952 Pinal Dr. Faronburg, Md. 21849.
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Richard M. Hegge, 462 W. Mathias Ct. Westminster, Md. 21157.
William Krebe, 208 Linhigh Ave. Baltimore, Md. 21236.
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Welcome Back Richard.
Al Linthicum, 14135 Blenheim Rd. N. Phoenix, Md. 21131.
Jerry Michelbrink, 3025 Pecan Circle. Bedford, Tx. 76021.
Howard Norton, 1206 Hillside Rd. Pasadena, Md. 21122.
Stanton C. Oates, 2932 Roosevelt Dr. Vhassersburg, Pa. 17201.
Frank Rotella, 710 Onside St. Lewiston, NY. 14092.
Robert Payne, 7 Prince George Cr. Hampton, Va. 23669.
Jason Paul Taylor, (our youngest member at 13 years of age) of
1851 Spring Park Dr. # 121 -Sacramento, Ca. 95834.
David Tropper, 1709 SE 36 OKC, ok. 73129.
Stephen W. White, 8108-47 Ave N.W. Calgary, Alberta, Canada T3B1E5.
Wladdeus J. Wyka, 101 VanScreeman Dr. Clifton, NJ. 07015.

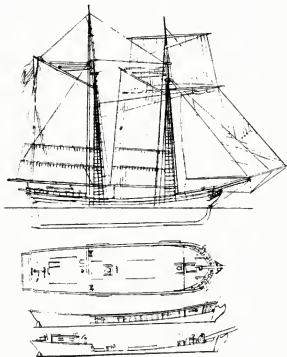
ADDRESS CHANGES

John Gianfield, 511 Hinkely Ave. Ridley Park, Pa. 19078.
Fritz Harbridge, Box 143 Indianapolis, In. 46077.
John E. Hodel 3342 Briar Ridge Way, Columbus In. 47203-2703.
Howard W. Hogg, P.O.Box 06112 Ft.Meyers, Fl. 33906.
James B. Mahon, Cambridge House Unit 104. 21260 Brinson Ave. Fort
Charlotte, Fl. 33952-5004.
Werner Mettler, Clausenestrasse 41, CH-8006 Zurich 6 Switzerland.
Kenneth G. McMahon, 101 Tupelo Cir. Brunswick, Ga. 31525.
Novell W. Thomas, 109 So. Sierra Madre Blvd # 4 Pasadena, Ca. 91107.
William R. Wangerlin, 9119 E. 34th. St. Indianapolis, In. 46236-2246.

Now -- Don't be bashful you new members - send in those pictures and explanations of your work. And don't forget the type and size of the bottles. Got a new method?? good !! Share it with us. Remember-- without you and your INPUT there will be no

BOTTLE SHIPWRIGHT.

COASTING SCHOONER
" EAGLE "



COASTING SCHOONER "EAGLE"

The "Eagle" and her sister "Arrowsic" were built by Samuel Fatten in 1847 on Arrowsic Island in the Kennebec River for the lumber trade. "Eagle" was employed in the Bath to New York run, where she developed a reputation for speed. Her sister was lost in 1860, capsizing off Block Island.

The lines for this reconstruction were drawn by Howard I. Chappelle from the builder's half model. Deck furniture, rigging and paintings are based on general practices and proportions, by William Takemeel, who reconstructed it all for the Model Shipways plans. Mast and spar dimensions are based on a contemporary sailmaker's notebook. Therefore, unlike plans of many 19th century vessels, these cannot be represented as a thoroughly faithful reproduction of this particular schooner. Through much of these plans are the result of reasonable speculation, they do bring together a great deal of information about an important type of vessel from her day as a humble yet integral part of the region's maritime economy, and a type which should not pass into obscurity for the want of more specific particulars.

I am indebted to Tom Mysterdis of Clearwater, FL, who kindly sent me these plans. They were used to make the attached drawing and this was used for the advanced class at the Newburyport Custom House Museum in the fall of 1990. Attending were Michael Carstanjen of Orleans, MA, who also built a larger scale model of the EAGLE, Arnold Marockian of Salisbury, MA, SIBAA Member Chris Fowler of Derry, NH and Dick Casey, also of Salisbury, MA.

The model I made along with this class shown here, was exhibited in the 1991 Constitution Museum Guild Annual Show and was fortunate enough to be awarded the Certificate of Merit in the Ship in Bottle category.



"EAGLE" by Alex. Bullinger, 1990.

A SPINNAKER FOR THE YACHT

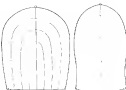
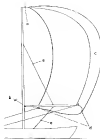
by Gerhard Herrling
Translation : F. Kuppe

Since the original had one, the yacht should get a spinnaker, too. But how to do it? And it should appear well blown up. Like always the best thought appears by night-time!

You take a balloon of ordinary size, inflate and close it. A clothes-peg keeps it in position on the table. Catch some glue then, in this case it happened to be Ponal-Express, and put a fair amount onto a plastic soup-table. Thin the glue until the mass is very fluid. Now take a sheet of fine paper and cut off in thin stripes. If you want to work according to scale, you will have to calculate the size of the stripes. Place the stripes into the watery glue until they have very well absorbed it. Put three onto the balloon vertically overlapping one another. Wait until everything has dried out. The end of the balloon's life is made by a needle or something similar. Okay, it is a rough way, but until now none of my spinnakers has been wasted. Now you choose the right shape for the sail, draw the contours and cut it then out.

Paint or attach the ship's symbol, rig according to plan. Before passing the bottle's neck, roll the sail cautiously; it will come back to its original form after passing the narrow.

Enjoy working by the same method and I am looking forward to hear about your successes.



THE INVISIBLE MAST HINGE
(the Labistour method)

Whichever way one has produced a mast hinge effect in the past - it has to be said, that any method displaying a visual answer to the onlooker eg. the traditional mast foot bent wire, should now, really, be regarded as 'out' by the experienced, more advanced modeller.

This direct and forceful statement is provoked by a letter received recently from a member of the EASIS seeking my help in providing a superior wire for the purpose of dropping his masts. (He had been using pipe cleaner wire!). This request I complied with since I had in my work box a large coil of the perfect material which, as stated in my book - 'Making Ships in Bottles', emanated from a hardware store in Spain. Indeed, in this same book, I do advocate, for the 'beginner', use of this method 'to get him going' since it has roots of long origin and is at the same time, quite easy and foolproof. It should be noted, however, that, in my book, once our 'beginner' has gained confidence from that early chapter, I quickly bring into suggestion the option of huger masts - an easy one which, through these columns, I would like to explain. Both in creation and operation - I regard the whole thing as simplicity itself. This will become obvious if you study my accompanying drawings and set up your own test.

1. I would suggest that you carve a hull in the normal way with glued in bowsprit. Mark holes on bulwarks for shrouds and backstays and drill these.

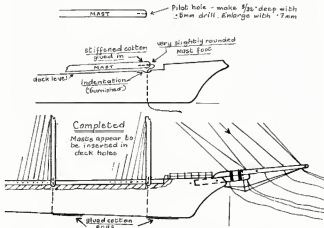
2. Cut one part masts for this test experiment - gently sand and very slightly round the foot of the mast, with a compass point. Now prick a central 'pilot hole' and drill into a 3/32" depth with a .5mm drill, afterwards enlarging with a .7mm. This hole should be clean and free from wood dust. I suggest you blow into it! Now cut a 6 inch length of cotton for each mast and stiffen ends with white woodworkers PVA glue (use your fingers). Pick up a stiffened end, push it in some glue and insert into the hole, making sure that it goes right home. The procedure really is quite simple and straightforward. Put masts with inserted cotton carefully aside for several hours - the longer the better and then proceed with...

3. Back on deck, prick a pilot hole where each mast stands and make indentations with a suitably sized drill. Use it very lightly in your pin vice to a depth in which the rounded mast foot will just sit. These indents can be burnished with a rounded dowel end to ensure a smooth fit for the mast, afterwards. To finish off, drill a .7mm hole vertically through the indentation to emerge underside of the hull. Keep it central.

4. If your mast cottons are quite secure (tug gently to test), you can now prick and drill masts in the normal way. Thread the cotton end of your foremast and take the needle down the deck hole. If you upend the mast and set it in the indentation, it can be held upright by pulling on the emerged cotton under the hull. With the mast in upright position, cut the emerged cotton leaving an approximate 1 1/2" tail. Maintain the mast in its upright position and glue the tail end to the hull underside.

Hold the wet glued end down lightly with your thumb whilst gently folding the mast sternwards. This allows the glued cotton to retreat slightly, up the hole, as the mast goes down. Leave plenty of time for the glue to set - and never be impatient.

Now, you can secure the mast into an upright position with the bowsprit stays.



5. Rig out shrouds and backstays, finishing off by placing a spot of glue at the point in the mast penetrated by the shroud lines - both sides. This maintains lateral stability. Now, on to the same routine with other masts.

In my book I make the following statement - "This method can be used on all models, but please note that foremasts may sometimes require slight individual attention from your bent knitting needle on erection in the bottle (i.e. the base of the mast may need a gentle encouraging push into the deck indentation)." You should bear this in mind when operating masts - before or after bottling.

A large part of the essence of a ship in bottle is the puzzle element. So, why not throw away your wire and when that 'know all' comes along eventually and says...."I know how it's done! You fold the masts down on small wire hinges".....you can show him a model and say - "What wire hinges?"

Season's Greetings and Best Wishes
for
The New Year

Joel Thayer



U.S.S. CONSTITUTION MUSEUM SHIP MODELER'S GUILD
& ANNUAL JURIED SHIP MODEL EXHIBIT

by Alex Bellinger
Newburyport, MA

The U.S.S. CONSTITUTION Museum Guild was formed in the 1970s by concerned ship modelers who felt the need for an active organization in the greater Boston area and took advantage of the supportive association with the institution by the historic frigate berthed in Boston harbor. They established a charter for the Guild, created an emblem and started regular monthly meetings at the museum. After a few years, interest grew and the regular meetings included a broader range of active members. It was through this organization I met George Pinter and Steve Hahn, learned of SIBAA and became a member.

Since the early days the Guild has held an Annual Juried Show of Ship Models. It is called "Juried" because the "committee" organizing the show reserves the right to refuse to accept a model for exhibit. Contrary to popular beliefs, the exhibit of ships in bottles is not only accepted, but actually encouraged. There has been a prize awarded to a ship in bottle for the past five years, and a separate category has been created to recognize ships in bottles for the past four. Recipients of these awards have been George Pinter, Jack Hinkley and myself.

It is often easy to imagine organizations, once well established as this one is, as faceless institutions that go on in rather circumspect policies. Decisions made by such organizations can seem like those made by a body lacking in imagination and a sense of the future. The reality is this organization, like most others of this kind, is actively staffed by busy individuals volunteering their time to manage an increasing and varied work load. Most notable among these is George Kaiser, who has faithfully written, edited and mailed out the monthly newsletter for the past ten years. Though others have come to help with routine correspondence, George has been the "mainstay" of the organization's communication, though his well written and informative letter. He has taken an active interest in other organizations and was very helpful to us in the planning of the '87 SIBAA Conference.

Other familiar faces have been the Guilds Captains, particularly Robert Hanes, William Bromell and Robert Crowley. In relation to the exhibit, Eduardo Arini deserves special recognition. He has overseen the past 6 shows, personally handling them from set up to take down with all the administrative paperwork in between. His dedicated effort has made these shows the successes they have been, and he has actively encouraged including ships in bottles.

Many seem to feel maritime and ship modeling organizations are likely to down on ships in bottles, and there is probably a lot of justification for this. The Constitution Museum Ship Modeler's Guild has shown this is not always the case, and this group has actively supported the development of the ships in bottles in this region.

The 1992 Annual Show will be from February through March of next year. As always, Ed Arini welcomes any interest from ship in bottle builders who wish to enter models, regardless of membership with the Guild. For further information, please write to him at 147 Fern Rd., Medford, MA 02155.



LET GEORGE *tells you* DO IT

For assistance--- Write to:
G. Pinter 199 Elm St. Halifax, Me. 02334.

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A recent letter concerns excess oil and drying time, for putty when used for the sea.

If putty is too dry when put into the bottle, it will be difficult to mold or shape and adhere to the glass. On the other hand, if it is inserted too soon after mixing, drying time will be dramatically increased due partly to poor air circulation in the bottle. Knowing when to put the putty in, is partly a matter of experience.

While I have not noticed it for some time, it was not uncommon in the past to open a can of putty and find a puddle of oil on top. Most bottlers soon learn to pour this oil off or blot it with a rag, rather than mix it back into the putty.

Artists oil color contains a good amount of linseed (and other) oils which make it compatible and a near ideal colorant for the putty. The only drawback is by the time sufficient pigment is added, so much additional oil has also been introduced that the putty assumes the characteristic of thick goo (a highly technical term). Of course, the more oil content, the longer it will take for the putty to harden. Several things can be done to overcome this.

When mixing putty, I mix small quantities: (a "putty-cake" about 3-4 inches in diameter by 1/2 - 3/4 inches thick). I mix many of these to a similar color, then mix all of them together. This is faster and assures the putty is of an identical color.

The putty is then divided into small quantities again and pressed into thin cakes which are set out to dry. Place the cakes onto several thicknesses of newspaper. In just a few hours the oil will begin to leach out of the putty, being absorbed by the paper. Change the newspaper once or twice a day, for as it becomes saturated, the absorption rate slows.

You may want to place waxed paper or a plastic sheet beneath the newspaper to prevent oil seepage onto your workbench or table top. You can also place layers of newspaper on top of the putty with a slight weight which will speed drying time by doubling the rate of absorption.

After about two days, knead the putty to bring additional oil to the surface, then reform the cakes and repeat the process. The length of time spent drying the putty is a matter of preference: how dry do you want the putty?

A variation of this is to begin drying the initially mixed small batches before all the putty is combined to assure the uniform color.

There are a few other things you can do to dry the putty. Ceramic tile grout can be purchased in powdered form (it comes in colors-- use only white). Addition of small amounts of this will help absorb the oil.

Powdered "spackle" for patching walls can also be used. In either case, use sparingly. DO NOT use plaster of Paris. Too much powder can cause the putty to loose color and appear chalky.

Another method is the addition of liquid driers. Cobalt drier is an agent commonly used by artists when mixing oil painting mediums. Small amounts of this cause a chemical reaction which has a drying effect on the oils.



(Drying Putty Continued)

Use sparingly, say 6 to 8 drops per small putty cake. For best results use the paper-drying techniques for 2 to 4 days prior to adding the drier. This reduces the work necessary by the drier and the paper won't absorb the drier with the oil. Be sure to knead the putty well to mix the drier thoroughly. Cobalt drier is a red-purple color about the viscosity of water. It will not impart any color to the putty.

All liquid paint drying agents have a common fault : they are progressive agents, that is to say, their action on paint (read oils) continues for some time which has a hardening effect (brittleness).

Cobalt drier is the least offensive of all the driers. Addition of a drying agent can cause a slight darkening of the pigment over some time, but for our purposes this does not seem to be much to worry about. Cobalt drier can be obtained at any art supply store.

Warm putty will surrender its oil faster than cool putty. Placing it in a sunny location helps, or in winter, near a baseboard heater, warm air outlet or atop a steam radiator. I use the latter method, laying the paper across a piece of hardware cloth placed on top of the cast iron radiator. This allows some air circulation as well as slight heat.

CAUTION: DO NOT PLACE THIS NEAR AN OPEN FLAME OR INTENSE HEAT SOURCE. THE OIL SOAKED NEWS PAPER IS FLAMMABLE. OIL SOAKED PAPERS SHOULD BE CAREFULLY DISPOSED OF. SEAL THEM IN A CLOSED METAL (BEST) CONTAINER OR GLASS JAR (ACCEPTABLE). UNDER THE PROPER CONDITIONS, SPONTANEOUS COMBUSTION CAN OCCUR WITH OIL SOAKED RAIS AND PAPER. THINK SAFETY.....

As you can see, the main factor concerning putty drying is TIME. I have experimented with all the methods described here and present them as options. My personal preference is the simple one : newspaper drying.

Mixing large quantities of putty allows me to store unused putty in a closed container for future use. It will remain pliable thus for months. Remember the progressive action of driers when contemplating storage of unused putty. When storing putty, I suggest covering the top of the putty with a tight fitting layer of waxed paper or plastic wrap before putting the cover on. This will help seal the putty resulting in longer shelf life.

HAPPY HOLIDAYS TO YOU ALL. I WISH YOU GOOD HEALTH, PROSPERITY AND MUCH SUCCESS IN YOUR SHIPBOTTLING IN THE COMING YEAR.

FROM HOLLAND WITH 1992 LOVE !



The old year has gone and has been added to the billions of years which have passed by. Scientists predict, that old Mother Earth is not yet half her age, so she has many more billions of years to go. Will our SIR's still exist after a hundred, a thousand or a million years? In some cave in the Rockies or in some polder in Holland? Nobody knows, just like the cave-men in Spain, who draw their prehistoric sketches of animals in the caves of Altamira, and who could not expect that thousands of years later modern men would discover their artistic expressions, which to the great amazement of modern science, have not lost their beauty and glamour. It is nice meditating on this thought!

Anyhow, we Dutch members hope that 1992 will be a splendid year for all the SIR-organizations all over the world and that it will bring the members and their families a healthy and prosperous '92.

Then there is one other thing that I want to get off my chest. I read it in an old American book and I am quite certain, that most of us never heard it before. A small poem. Poet unknown.

"Go ask Papa!" the maiden said,
but the young man knew her Papa was dead
and he knew the life her Papa had led,
so she knew that he knew what she meant when she said:
"Go ask Papa!"

Shipbuilding in Holland is dead, but a new industry is growing! Building full sized replicas of old historic ships. The first ship from Holland, that landed in Japan in 1600, was named "De Liefde". A replica (scale 1:1) has been built on the "Hervende Yards" and it was loaded on a freighter and transported to Japan's Holland Village in Nagasaki, where they have already an historic fleet. A.o. the world-famous "Prins Willem", which is one of the most beloved ships for the modeller. I am trying to get pictures and plans, so these historic ships can be build in due time too! You must be patient, since these yards act as if their drawings are top-secret. I'll do my best.

Bob de Jongste.





RICHARD HEGGE , OF Westminster Maryland, a new member is looking for scale plans for Spanish Galleons or similar ships to bottle . Richard, I would first try TAURMAN PLANS SERVICE 11 College Dr. Box 46 Jersey City, New Jersey 07305. Phone 201-435-5205. Catalog is \$ 6.50. I have dealt with Abe Teubman for years and if he doesn't have what you are looking for in his catalog, he will try to find it for you. My second choice would be to write to Juan Rodriguez Del Barrio . Quilichao 10-57 28033 MADRID , Spain . I don't know if he will/can help but the man is an expert in that area among others. Del.I hope you don't mind my taking this liberty in recommending you. And Thanks for the photos.

CAROLE WILSON , of 440 S. Brea Blvd. Brea California, 92621 phone. 714-990-5585 wrote (through Don Hubbard) expressing an interest in purchasing \$ 1 B 'e from any member willing to sell. Here's your chance guys. Carole- Gaves new address is 1136 Scott Ave. Bremerton Washington. 98310. He is supposed to have gone back to sea, so there might be a wait between your letter/answer.

JACK-Fai-Cho-HINKLEY , has finally begun work on the HAMILTON one of two war of 1812 ships at rest on the bottom of Lake Ontario. SCOURGE , The other ship was on display at St. Michaels, Maryland , Maritime Museum. HAMILTON's stand will be a piece of the Federal gunboat CAIRO which was sunk by a Confederate mine in the Yazoo river in 1862. A small piece of the original Old Ironsides served as the stand for the SCOURGE. Nice touch Jack. I hope by now you are having a lot of fun with your Fun Machine (snowblower) Jack- what's snow ???? And for an update-- George is down to one snake, the other having passed on. I would have attended the funeral but the other snake was going to be there and I didn't want to intrude in its moment of grief.

JUNZO OKADA , of Osaka Japan and Editor of The Ship Bottlers wrote to wish us good health and happiness in the new year. And to say that the city of Toyama Japan will hold an exposition from the 10th of July to the 27th of September of this year (92). A committee from the exposition asked the Japanesee Ship Bottlers to exhibit about 100 of their models in a pavilion at the exposition. It takes three and one half hours from Osaka to Toyama by special express. Yes Junzo you will be busy this year.

STEVE MACNEIL , of BC Canada wrote, to thank me for the issues he was missing. No Steve we didn't forget you , your name was choosen at random by Don's computer. Hope by now you have received all of the missing issues. If not let me know and I will try again. Yes Steve, though it has been a few years (1984) since my last visit to Canada, I remember it as a very beautiful country , and I am reminded of it every winter as I drive on US 19 here in Springhill and see all the Canadian license plates. Most of the ladies are wearing "shop till you drop" T-Shirts. But they are pleasant and most welcome here.

BILL WEISER , of Florence Oregon wrote to tell us of a bottle he discovered. It's a Canadian Whiskey called " Rich & Rare " Has a white label with R/R on it. Comes in 750 ML. Inside Dimensions are 3 5/8" 92mm high, 5 1/2" deep 140mm. and 2 7/8" wide 73mm. He claims it is also a good sippin whiskey. (prefer " Glenlivet" myself). Oh- the neck opening is 7/8" with the screw cap cut off. Thanks for the photos , I agree, modern ships are much harder than sailing ships , particularly A treaty cruiser like the Salt Lake City CA 25.



USS SALT LAKE CITY-- CA 25
Heavy Cruiser- 10000 tons
Pennacola Class-9" guns.

Commissioned 12/11/29-- Stricken 6/15/48 after being part of atomic bomb test at Bikini Atoll. Model by Bill Weiser 10/91.

Model was built in 10 separate sections. Great Job Bill!!
ERWIN AUDE, of Berlin West Germany, wrote to tell me that anyone wishing to exchange letters/ideas can write in English and will be answered in English. Write to him at Hamsotter Str, 79A D-1000 Berlin 51 West Germany. Get him to explain how he does city/ship scenes in bottles. (hint) all the lines and windows on the buildings are hand painted in.

PATRICK McFEETY, of Lakewood New Jersey had written to Don back in June asking why he had not seen his name as a new member in 1990. Missed communication Patrick, and I apologize. I did get you in Vol. 2.1991 under Welcome Back members. How did you like Leon Labiators Book 7.

FARREN LINNEY, of Ontario Canada wrote and asked me to thank Frank Skurks for his "All Hands" column in # 3 Vol. 9. There you go Parker, now you have thanked him personally. Your son Rick's grabber will be in the next issue. Thanks, and I was hoping to see you at the next conference, since I haven't seen you since the one in Boston.
JIM DAVISON, of Royal Oak Michigan has been heavily involved in building ships in clear Christmas ornaments for the Royal Oak Senior Citizens Christmas bazaar. Donating six of them which sold for \$ 5. each. He had also heard from Phil Ruff in Detroit asking for a new/updated membership list. So---- Don if you have the time, send me one and I'll run it in one of the next issues. Jim who is out patch/decalsupplier also sent his report on sales which totaled \$ 36. for the period 9/1/91 to 11/15/91.



RUSSELL BAKER Jr. , of Perry Hall Maryland wrote to describe how he got started building S I B 's after seeing a demonstration at the World Trade Center in Baltimore. Change that to how he started to refine his building. The following photos show his 1st effort, where he copied the gift shop SIB practice of cutting the bottom of the bottle. After reading Don Hubbard's book things took a turn for the better, as seen here in the combined picture of his 2nd and 4th efforts. Nicely done Russell.



IN SEARCH OF (CERTAIN) SEA STORIES
Charles Hand Jr. (Rippo)

Doing the "SIB Associations Around-the-World" article for Ships in Scale magazine, I exchanged several letters with Bob de Jongste of the Netherlands, in which we suggested good books of "sea stories" to each other -- but neither of us is able to locate the suggested books. In his last letter, Bob asked me to obtain and mail the books I'd suggested. Our city only has a couple of good used book shops (the books are long out of print) and neither has the books.

Bob's suggestion to me was Holland's Glory by Jan de Hartog, and I've yet to locate a copy. In my last letter to Bob, I advised that he'd sparked -- or inspired -- an idea to do a little piece in The Bottle Shipwright in hopes that fellow members might come across a copy of this or the one's that I'd suggested to him, and be willing to part with them for a fair price. I warned him that he would have to accept part of the "blame" for whatever resulted. To keep Ray from getting caught in the middle, here are our mailing addresses:

Bob de Jongste	Charles Hand
van Hoornbeekstr. 13	67 Rutledge Avenue
2582 EA DEN HAAG	Charleston, S.C. 29401
Netherlands	U.S.A.

[Note to Ray: There are some connections. A story in one vol. relates an attempt by the main character (and he is a real character) to do a S I B ("The Ancient Mariner" in the Second Omnibus) and one is aptly titled "The Lost Limerick," in the First Omnibus. Also see the note two paragraphs below.]

The stories were published in several forms: initially as individual stories in The Saturday Evening Post magazine, and later in a variety of books. The best I've managed to track down are in three omnibuses and a later volume, The Best of... There was also an early half-hour television series (of 39 programs) with Thomas Mitchell (who played Scarlett's father in Gone With the Wind) as the star. I've not seen those, and wonder if they did justice to the stories. I don't find these available as video tapes, so suspect they were either quite good or quite bad.

I must caution those who have not experienced one or more of these stories that they are the type to elicit long and loud sessions of laughter of the side-splitting sort (though females don't seem to find them that funny). They deal with the travels and adventures of a Scottish Chief Marine Engineer, usually aboard his coal-burning tramp ship, the S S Inchecliff Castle (Note to Ray: My interpretation of that ship was one S I E in the Chesapeake Bay Maritime Museum Exhibition in 1989). This engineer speaks with a decided Scottish accent and his name is Colin St. Andrew MacThrockie Glencannon. The author of these stories was Guy Gilpatric.

Here is a list of the various books I've managed to acquire (and they are not library copies, despite the temptation):

1. By World Publ. Co., Cleveland, Ohio, 1945 (on very poor quality World War II paper, that is now brittle)
Mr. Glencannon Ignores the War, 157 pages (This is also included in The Last Glencannon Omnibus.)

2. Harper Brothers, New York, 1950. By Guy Gilpatric and Norman Bailey Haine: Glencannon Meets Tarboast Annie, 216 pages.

The following are the best, later books, and were all published by Dodd, Mead and Company, New York. Their flyleaves indicate some of the contents were published as separate books under the sub-headings listed. The numbers of stories under each sub-heading is indicated in parenthesis:

3. The First Glencannon Omnibus, 1951, 437 pages.
 - "Scotch and Water" (10 stories)
 - "Half-Sass Over" (10 stories)
 - "Three Sheets in the Wind" (9 stories)
4. The Second Glencannon Omnibus, 1961, 472 pages
 - "Mr. Glencannon" (10 stories)
 - "The Gent With the Walrus Mustache" (10 stories)
 - "Glencannon Afloat" (8 stories)
5. The Last Glencannon Omnibus, 1954, 370 pages.
 - "The Canny Mr. Glencannon" (10 stories)
 - "Mr. Glencannon Ignores the War" (Same as 1., above)
6. The Book of Glencannon, 1953, 1968, 341 pages
(22 stories, Library of Congress Catalog No. 68-57199)

There are a few stories that are repeated in numbers 3 through 6, but they are all good enough for a second reading. Let me know if you find any others. These are too good not to share.



Calling ALL HANDS

By Francis J. Skurka

-- WILLIAM (BILL) D. WESTERVELT JR.

Born on August 31, 1933 in Springfield, Massachusetts, Bill and his family moved to Sparks, Maryland when he was a youngster. Graduating from Sparks High School, he hitchhiked and worked his way cross country and spent some time working for the U.S. Forest Service in the Gifford Pinchot National Forest at Bend, Washington. He worked with survey and road location crews locating and laying out roads for timber crews and logging operations.

In January, 1952, he enlisted in the U.S. Navy in Seattle and was sent to boot camp in San Diego, California. After boot camp he was selected for the Class "A" School for Shipfitters, also in San Diego. After Graduation, he signed on the USS Iowa (BB-61) in the spring of 1953. The ship was assigned to midshipman cruises which gave Bill a travelog life, visiting: Norway, Denmark, Scotland, England, Gibraltar, Lisbon, France, Italy, Greece, Turkey, Algeria, Mexico, Guantanamo (Giam) Bay and many other places with names too hard to spell.

While in the service, Bill married Betty in 1954 and in late 1955 left the Iowa for duty aboard the USS O'Brien (repair ship) and duty at Little Creek, Virginia, with the Navy's target repair unit. Betty was pregnant with their twin boys, Bruce and Kenny at the time, so Bill was able to "pull good duty" on this tour of duty. His job was to repair the towed targets used in gunnery and missile practice. He mustered out of the Navy in 1965 as ME 2 (shipfitter Second Class).

With a young family to feed, Bill held several full and part time jobs, until the children graduated High School. Like a lot of us, he has worked two and sometimes three jobs to pay the bills. He has worked for:

Black & Decker.
Alban Tractor Co. (as dealer and welder)
Sparrows Point Shipyard (shipfitter)
Wentlinghouse, (braser)
Meile Metal Fabricators (ASME Welder)
Koppers Container Corp. (machinist)
Aircraft Armament Inc. (R&D machinist)
Diercraft Corp. (machinist on nose-cones and torpedo fuel tanks)
Ward Machine Co. (mechanic on manufacturing production equipment)
Fairlane Bowling Lanes. (mechanic on automatic pin setters)
These and LOT'S of other part time jobs.



Bill explains to a show visitor "how it's done"

Bill and Betty are married 37 years and have three sons; Weety (36), Bruce and Kenny (35 - "two for one"), and two daughters; Beth (34) and Donna (32); they are fortunate to have 14 grandchildren ("so far"). All of the sons went into the U.S. Navy after graduating high school. Weety served four years, Bruce and Kenny served three and four years each and then joined the Army, where Kenny served eight years and Bruce eleven years. Donna's husband Jeff, served three years in the Navy, then eight years in the Army and is now back in the Navy! Bill says that one thing that stands out and was a lot of fun, was to have three Westervelts on the same football team, all on the field at the same time, giving the local radio commentators fits.

Both Bill and Betty are "Born Again Christians" and worked with the hearing impaired for many years through their Church and Sunday School Programs. Bill attended Cantonville Community College, Western Maryland College and the Bill Rice Ranch, a camp for the hearing impaired. At these colleges they learned how to "sign", communicate with and teach people who have hearing difficulty. They kept at this, until Bill had to give it up because of some heart problems. From 1963 to 1984, they had a small farm where they raised milk goats, rabbits, chickens, hogs and eight hives of bees. They cultivated a one and one-half acre garden with the usual assortment of ducks, geese, dogs, cats and several neighborhood kids. Now that they "are more mature", Bill says he's glad "things have quieted down a little".

Bill likes to read and is an accomplished out doorsman. He has written a few articles for the magazine, "Far Fish Game" and runs a general trapline (mink, possum, muskrat, red and grey fox); he hunts, fishes, keeps bees and gardens. A woodworker and SIB builder, he also tackles "anything that catches his fancy."

In 1963, Bill was looking for an inexpensive hobby and obtained Clyde Monk's book on building SIB's from the local library. He's been at it ever since. He continually seeks to improve his methods and techniques, researches the history and origins of SIB's and constantly strives to promote the craft to the public. He was responsible for organizing our last conference and in 1989, established the Maryland Chapter of SIBAA. He, along with other members, exhibited and displayed SIB's at the Smithsonian Institute in Washington, D.C., The World Trade Center in Baltimore and has plans for future public exhibits. He builds his models from wood obtained from the actual vessel and has just completed the "Star of India". He's working on a model of his old ship, the U.S.S. Iowa, which at 1/64" to 1 foot, will be 16" long, requiring a hand blown bottle.

Bill and Betty live in Hempstead, Maryland where he is an active member of The Maryland Chapter of SIBAA. 

Courtesy of JEFF PHILLIPS Editor of Model Ship Builder, a Phoenix Publications Inc. Magazine.

Model Ship Builder Buyer's Guide

A select listing of businesses active in the model ship market.



Ace R/C, Inc.
136 N. 7th Street
Haguenau, Missouri 64037
816-384-7121
Fax: 816-384-7736
Catalog-82
Specialist electronics for the R/C
model-ship builder

A.J. Fisher
3065 Erieville Avenue
Royal Oak, Michigan 48067
(Flattened Catalog-83)
Manufacture of custom scale brass
model fittings since 1925



**Anchor Tool & Supply Co.
Inc.**
P.O. Box 787
Chatham, New Jersey 07724-0285
201-487-8888
Catalog-4, S.A. 31, Canada 34
Catalogs are refundable on first order
of \$10. or more. Microtransmission
tools, blue plans, reamers, turn-of-
turns, vernier micrometers and more.

Baseline Hobbies
371 Main Street
Morristown, New Jersey 07960
908-877-2478
Wood and plastic ship models, paints,
tools, etc.

Big Eye Lamp, Inc.
157 Yallopwood Road
Farmington, New Jersey 07731
908-856-2486
Fax: 908-498-1921
Ship accentuating lamping.

BlueJacket Shipcrafters
P.O. Box 425
Stockton Springs, Maine 04961
207-367-1829
Catalog-82
Model ship kits, brasses and brass
fittings, light-house kits, books and tools.

Columbia Trading Company
504 Main Street (Rt. 6A)
West Barnstable, Massachusetts 02669
508-362-4940
Large selection of sea-of-pieces nautical
books.

The Dromedary
4324 Selma Drive
El Paso, Texas 79812
915-584-4445
Catalog-36, Catalog 11, S 37
Ship model parts, kits, fittings and
books.

EXACT MINIATURES



Exact Miniatures
P.O. Box 401
Oxford, Maryland 21654
Catalog-81
Prizes and custom fittings for R. C.
boats.

Floating Drydock
C.O. General Delivery
Kingsville, Pennsylvania 16133
215-381-2001
Catalog-34
U.S. Navy, WRE, etc. also plans,
fittings, photographs and kits.

Hobby House
8205 Merriam Road
Warland, Michigan 48131
313-425-4720
Scale models and radio-controlled
boats, planes and cars.

Howard Enterprises
24754 Wounded Knee
Torrance, California 90504
Catalog-82
1/20th scale Higgins and Elco P.T.
boats.

Lantern Ship Models
52 Thayer Street
Somers, Massachusetts 02158
617-451-2650
Purchase and sell model ships.

Low Star Models
P.O. Box 914
Houston, Texas 77215-0914
Catalog-81 S 1, S 2, S 3, S 4, S 5, S 6, S 7, S 8, S 9, S 10, S 11, S 12, S 13, S 14, S 15, S 16, S 17, S 18, S 19, S 20, S 21, S 22, S 23, S 24, S 25, S 26, S 27, S 28, S 29, S 30, S 31, S 32, S 33, S 34, S 35, S 36, S 37, S 38, S 39, S 40, S 41, S 42, S 43, S 44, S 45, S 46, S 47, S 48, S 49, S 50, S 51, S 52, S 53, S 54, S 55, S 56, S 57, S 58, S 59, S 60, S 61, S 62, S 63, S 64, S 65, S 66, S 67, S 68, S 69, S 70, S 71, S 72, S 73, S 74, S 75, S 76, S 77, S 78, S 79, S 80, S 81, S 82, S 83, S 84, S 85, S 86, S 87, S 88, S 89, S 90, S 91, S 92, S 93, S 94, S 95, S 96, S 97, S 98, S 99, S 100, S 101, S 102, S 103, S 104, S 105, S 106, S 107, S 108, S 109, S 110, S 111, S 112, S 113, S 114, S 115, S 116, S 117, S 118, S 119, S 120, S 121, S 122, S 123, S 124, S 125, S 126, S 127, S 128, S 129, S 130, S 131, S 132, S 133, S 134, S 135, S 136, S 137, S 138, S 139, S 140, S 141, S 142, S 143, S 144, S 145, S 146, S 147, S 148, S 149, S 150, S 151, S 152, S 153, S 154, S 155, S 156, S 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Dear Friends,

Whoosh! And that is a brief description of 1991. Desert Storm - came - went. Soviet Union - was here - left. January - February - March - April - May - June - you know the rest - all popped up and disappeared. Father time is playing tricks on us and we are in a time warp. And so what happened - who remembers?

The new condo and door was finally completed in May, leaving me to put up 50 feet of new fence, two gates and lay in a new concrete and brick walk to the back. Then had the usual flurry getting the old homestead ready for the folks who rent the place for two months during the summer. Spent a couple of weeks in July touring the coast of Washington State with Kay, painting and camping out at the beautiful and usually heavily forested State and Federal campgrounds. New laser printer came to live with me in September, and among other things, was used to turn out a 30 page guide for kayakers and canoeists called, "Where To Paddle in San Diego and Nearby Mexico". Researching that one was fun, exciting and wet.

Son Cameron and wife Margi made me a Grandpa again with a little boy and then headed off to a one year scholarship at the American Academy in Rome, Italy. Daughter Lauren, studying cell biology (what's that?) at UC Berkeley, became engaged to Bill Kilgore (theoretical physicist - what's that too?) with wedding planned for summer '92. All this educated and personally incomprehensible stuff reminds me of the cartoon of the two grocers talking to each other with the little balloons above their heads filled with bar codes.

Son Chris and his lady Stacey enjoying life. Chris is doing a lot of fancy interior and exterior custom painting and some nice interior murals. Off duty he continues working on large acrylic canvases and other art work. He just had an opening in downtown San Diego featuring three great paintings and a half dozen of his abstract pencil drawings resulting from his trip to Africa last year. Finally, but certainly not least, daughter Leslie and husband Don raising the two kids and three cats, rejoicing in Don's return from Saudi (he is a Navy SEAL officer) and preparing for his coming six month deployment on board the USS Okinawa. They have been back from their Germany tour for a year now and enjoying Coronado.

Most importantly, all of us are healthy, happy and forward looking. Anticipation is the best medicine and we are trying to OD on that.

To all of you, happy holidays and a winner of a new year.

Don



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THE OSAKA SHIPS-IN-BOTTLES MUSEUM MODEL EXCHANGE

As we have mentioned in previous editions of *Bottle Shipwright*, the Japanese have established a ship-in-bottle museum as part of their new waterfront project in Osaka. The museum is being run by members of the Japanese Ship-in-Bottles Society under the leadership of their president, Jozo Okada.

Mr. Okada has also been appointed curator of the new museum and has put out a call for models from foreign builders to add to those built by his countrymen. To accomplish this, members of the Japanese Association are offering to exchange copies of the "Golden Ship" (illustrated below) for one of your own works. The "Golden Ship" is a symbolic ship model in the Japanese tradition, and well worth adding to your collection.

To arrange an exchange, please send your model to: Jozo Okada, 39-1-1, Nagai-Higashi, Sumiyoshi-ku, Osaka, 558, Japan, or you may write and ask for further particulars. Your model should be double packed in two sturdy cardboard boxes, and surrounded by shock absorbing material (unsalted/unfilled popcorn works). Mark the outer box "fragile". You may insure it if you wish. Send it by "Sea Mail" and mark it as an "unsolicited gift". Of course, include your name and return address INSIDE as well as outside the package.

This is a great opportunity to have your model on display in a museum and to also obtain a fine piece of work for your own collection. Why not take advantage of it!!!



Above: A partial view of the models on display in the new Osaka Ship-in-Bottles Museum.

Left: One of the Golden Ships being offered by the Japanese Association in exchange for foreign models.

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ADDITIONAL PHOTOS, Page 26 of this issue.